



SECOND EDITION.

The China Mail.

ESTABLISHED 1845

M. MURRYA
JAPANESE PHOTOGRAPHER
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Work done in latest styles
Development and Printing
Lithography & Engraving
SHEWAN TOMES & CO.
CENTRAL

No. 15,424

號三十月二十年一十九百九千一

HONGKONG, THURSDAY, OCTOBER 3, 1912

壬子年九月十四日

PRICE, \$3.00 Per Month.

GOUT- WATER.

At the request of some of our customers, we have now placed on the market a palatable mineral water which is rich in salts well-known for their curative properties in gouty disorders.

We can safely recommend the above mineral water to our customers as a safe and harmless specific for Rheumatism, Gout and Gouty Disorders.

A. S. WATSON & Co., Ltd.
AERATED WATER
MANUFACTURERS,
HONGKONG.

POPULAR ASAHI BEER



OBTAINABLE EVERYWHERE.

SOLE AGENTS:

Mitsui Bussan Kaisha.
Hongkong, January 3, 1912.

BUCKINGHAM PALACE.

Probable Renovation of the
Dingy Front.

The long-considered proposal for the reconstruction and possible alteration of the dingy front of Buckingham Palace seems to be maturing.

A firm of contractors is now engaged taking measurements of the whole front on behalf of the Office of Works, which is responsible for the maintenance of the royal palaces and Government buildings.

These measurements, it is presumed, are for the purpose of estimating the cost of a reconstruction commensurate with the importance of the King's principal residence.

The "Peking Daily Telegraph" says: We are informed that the intended engagement of Lord Jenk has now finally been cancelled by the Government.

The Editor of the "Yellow Dragon" has kindly handed to us a copy of the August number of the "Boy Scouts Gazette." It contains interesting articles on a large number of subjects. We notice that Sir Robert Baden-Powell compliments the Revd. Mr. Spink on his work in connection with the Kowloon Boy Scouts.

A pleasing reminiscence of the wreck of the P. & O. s.s. Oceana has come to hand. The loss of life took place in connection with the launching of the boat for the liner. In the boat were Mr. Macfarlane, (the head of the famous firm of Macfarlane, Lang & Co., of London and Glasgow) and his daughter, Miss Macfarlane. The former was drowned; the latter was saved, largely through instrumentality of the second officer of the Oceana. The result of the terrible early morning experience in the English Channel was that the young man decided not to go to sea again, and he has now found a responsible position in the employ of the firm of which Mr. Macfarlane was the head.

PAIN IN THE STOMACH.
It is most annoying, as well as disagreeable to be troubled with pain in the stomach, and there is no need of it, for one dose of Chamberlain's Colic, Cholera and Diarrhoea Remedy will alter the state. Try it once and you will be convinced. For sale by all Chemists and Druggists.

Business Notices.

MOTOR BOATS, Steam Launches, River Steamers, Tugs and Barges.

W. S. Bailey & Co., Ltd.
KOWLOON BAY.

TELEGRAM

Received on 11 11 11 from LONDON.

'We beg to inform you ROYAL WARRANT AWARDED
our Company for MILK.



CONDENSED MILK.
MILKMAID STERILIZED NATURAL MILK
EVAPORATED CREAM.

On Sale at All Stores.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 4th OCTOBER.

8.00 A.M. 'HEUNGSHAN.' 8.00 A.M. 'HONAM.'

10.00 P.M. 'KINSHAN.' 5.00 P.M. 'FATSHAN.'

SATURDAY, 5th OCTOBER.

8.00 A.M. 'HONAM.' 8.00 A.M. 'HEUNGSHAN.'

10.00 P.M. 'HEUNGSHAN.' 5.00 P.M. 'KINSHAN.'

HONGKONG-MACAO LINE.

S.S. 'SUI TAI' Tons 1661. S.S. 'SUI AN' Tons 1661

HONGKONG TO MACAO.

Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf.

Sunday, at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO.

SUNDAY, 6th OCTOBER.

The Company's Steamship "SUI AN," will depart from the WING LOK STREET WHARF at 9 A.M. and return from Macao at 5 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street Wharf.

This steamer connects with the excursion steamer leaving Macao at 5 P.M.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. 'HOI-SANG.' 457 Tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION
COMPANY, LTD., AND THE LING-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUHOW LINE.

S.S. 'HAINAM' 188 Tons, and S.S. 'NANNING' 185 Tons.

One of the above steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuhow for Canton on the same days at 8.30 A.M. Round trips take about 6 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANHATTAN (Former Plaza),
Opposite the Blake Pier.

CHEN KWONG & CO., LD

GENERAL IMPORT &
EXPORT.

CANTON'S LARGE
WHOLESALE & RETAIL
STORE.

FURNITURE, Draperies, Groceries,
Books and Shoes,
Makers of Jewellery, Lacquered
Crockery Ware,
Ironmongery, Wine and Spirits,
Foreign Clothes for gentlemen made to
order by our own tailors.

Large assortment of Chinese Silks and
Foreign Goods of every description.

All goods sold at reasonable prices.

The Cheong and East place in Canton to
buy Chinese and Foreign Goods.

SUP. PAT. POO STREETS
Tel. No. 1406. CANTON

Canton, August 1, 1911.

SINGON & CO.

ESTABLISHED A.D. 1890

IRON, STEEL, METAL and HARD-
WARE MERCHANTS, Wholesale
and Retail Ironmongers, Pig Iron and
Foundry Coke Importers, General Store-
keepers and Shipbuilders. Nos. 35 and
37, Central Market (Former Plaza),
Hongkong September 4, 1909.

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Hongkong September 4, 1909.

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Business Notices.

P. & O. Steam Navigation Co.

HOMEWARD-PASSENGER SEASON 1913.

S.S. 'INDIA' (8,000 Tons)
CAPTAIN G. W. GORDON, R.N.R.

THIS THROUGH-MAIL STEAMER FOR MARSEILLES AND LONDON
DIRECT, WILL LEAVE HONGKONG ON MARCH 29th, 1913, CALLING
AT STRAITS, COCHIN, ADEN, EGYPT, MARSEILLES AND GIBRALTAR,
AND IS DUE TO ARRIVE AT—
MARSEILLES - - - - - APRIL 26th.
LONDON - - - - - MAY 3rd.

The Accommodation in this Vessel is at the
entire disposal of Passengers from the Far East.

FARES TO LONDON—

1ST SALOON £71.10 SINGLE: £106.14 RETURN.

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For Further Particulars, apply to

H. W. D. SHALLARD, Acting Superintendent.

Hongkong, September 2, 1912.

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Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

in Casks of 575 lbs. net.

in Bags of 250 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS

FAIRALL & CO.

Are Showing on MONDAY, Sept. 29th,

A New Assortment of

READY-TO-WEAR HATS DRESSMAKING

We have now been fortunate enough to secure the services
of a first-class dressmaker who has just arrived with all the latest
ideas from London and Paris.

No. 2 PEDDER STREET.

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ART PHOTOGRAPHER, ICE HOUSE LANE

SPECIALIST IN ENLARGING AND MOUNTING WORK.
Select Views of Hongkong and South China

Special Department for Developing and Printing for Amateurs.

CAMERAS FOR HIRE.

WE solicit your kind patronage of our leading blends of WINES AND SPIRITS

ONLY the very best kept at prices that astonish our rivals.

A trial will convince you that THE HOUSE that
supplies your needs is the

WING ON CO.

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Established August 15, 1910.

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Many Celebrities, Reminiscences	25.50	L'Amour Juive, Massieu	2.00
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		Bright, Elms, Kishley, Snowden	2.00
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		Rose of the Garden, Katherine Tegen	2.00
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		Miracle's Island, Louis Tracy	2.00

THE FAMOUS HORSE HEAD BRAND



GUINNESS
STOUT

IN
QUARTS PLATS

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WITH AGENTS

CALDBECK, MACGREGOR & CO

ESTABLISHED 1844

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Intimations.

Gordons' Dry Gin and Gordons' Dry Old Tom Gins.

IS THE BEST FOR COCKTAILS.

GARDNER, QUELCH & Co.,
Sole Agents.
Telephone 636.

LYONS
BLUE BLACK, SCARLET AND CHECKING INKS,
GLUCINE,
(The finest mucilage on the market).
Obtainable only from
STERNBERG'S (SUB-AGENTS),
OLD POST OFFICE BUILDING
Sole Agent for Hongkong and South China.
H. STEPHENS,
19, QUEEN'S ROAD CENTRAL.
Amoy, April 17, 1912.

THE WISE

Forward their Parcels and Cases, etc.

China Express Co.

THE OTHERWISE

TAKE THE CONSEQUENCES.

Do not add to the trials of every day life by trying to ship your own effects, curios, etc. We forward packages of any size, shape or weight to ALL PARTS OF THE WORLD AT LOWEST RATES.

Connections with the principal Express and Forwarding Agencies throughout Great Britain, the Colonies, America and the Continent of Europe.

Packing and Warehousing
Raggage Stored or Transhipped.

CHINA EXPRESS CO.

(ESTABLISHED 1844)
3, DUDDELL STREET,
(OPPOSITE LAMBERT'S AUCTION ROOMS).

Ring Up Telephone No. 668.
Hongkong, June 1, 1912.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office, 48, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 458.
Shipyard, Shum-Sai-Po, Kowloon, Hongkong. Telephone No. K. 9.
Estimates furnished on application. WONG PING WA, Manager.
Hongkong, April 1, 1912.

DINNEFORD'S
MAGNESIA
The Physician's Cure for Gout, Rheumatic Gout and Gravel.
Safe and most Effective Remedy for Regular Use.
The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Biliary Affections.

WELLINGTON KNIFE POLISH
WELLINGTON SILVERSMITHS
BLACK LEAD SOAP FOR CLEANING
"POLYBRILLIANT METAL POMADE"
NEVER BECOMES DRY & HARD LIKE OTHER METAL PASTES
JOHN OAKY & SONS LIMITED, Wellington, N.Z.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

3 STRAND 4" to 15" CIRCUMFERENCE. CABLE LAID 5" to 15" CIRCUMFERENCE. 4 STRAND 3" to 10" CIRCUMFERENCE.

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to
Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1912.

SCOTTISH LETTER.

(By Our Own Correspondent.)

EDINBURGH, Sept. 3.

THE COMET CENTENARY.

The centenary of an epoch-making event, the launch of Henry Bell's Comet, was honoured in almost every harbour of Scotland. But, as was fitting, the celebrations were of an especially enthusiastic character in the City of Glasgow and in the burghs which line the shores of the Clyde. To our modern eyes, the Comet would not be very impressive. It was only a little wooden boat of 25 tons burden—it has been called a "smoot"—propelled by a second-hand engine of some 4 horse-power. But it was "the small beginning of great things," the first commercial steamboat to be water-borne on this side of the Atlantic. Although Bell is said to have launched "not a boat but an idea," he has no place among the great scientific discoverers or inventors; he belonged to the humbler if perhaps not less useful type of men who put to the purposes of actual life what has only previously existed as ingenious theory. His fellow Scot, James Watt, of Greenock, discovered the potentialities of steam, and two others placed an engine on board a boat. There was Symington who has the distinction of applying steam to the propulsion of a barge, the Charlotte-Dundas, on the Forth and Clyde Canal, and there was Fulton, who put the Clermont on the waters of the Hudson. Symington was the "first begotter" of the steamboat; but Bell comes before Fulton in the percentage of the idea of the application of the engine to river and sea traffic. Bell thought it out, and he was so convinced of its utility that he went to London and offered it to the Admiralty. But in spite of Lord Nelson's opinion that the scheme would succeed and that it ought to be encouraged, for "if other nations take it up in advance of us, they will vex every vein in the Empire," their Lordships would have nothing to do with the daring innovation. Disappointed at home, Bell then made overtures to the Government of the United States, and it was at their orders that Fulton inquired into the matter and afterwards launched the Clermont on the Hudson. It is undoubted that Fulton received much assistance and advice from Bell in his experiment.

Like other pioneers, Bell made little out of his idea. With the help of credit he was able to build the Comet and equip it, even to make it pay its way. But he seems to have lacked the faculty of organisation; he was "beaten by his own success"; his vessel had scarcely begun to gather in its profits when it was outdistanced by pushful competitors; and the end for him came when the Comet was wrecked on a voyage in the West Highlands.

He became a "broken man," received a small pension from the Clyde Trustees, and died in poverty.

The Western Capital did well to commemorate Henry Bell; it is to him, more than to any other man, that Glasgow and the Clyde owe its present prosperity. Before his days, the trade of Glasgow was inconsiderable, and the river was of mean dimensions; blocked up with sand and fordable on foot at several points. But with the advent of the Comet there came a transformation. The citizens say with pride that the Clyde did not make Glasgow; that Glasgow made the Clyde; it may with equal truth be asserted that it was the Comet that made Glasgow make the Clyde. A century ago, only small vessels could reach the port; with the start given it by Henry Bell, the river was deepened and improved, and now its quays are familiar to almost every mariner who tempts the great seas. It was Bell also, who gave an impetus to the shipbuilding on the Clyde, which has

made a rhythmic advance from decade to decade. The industry is now more important than ever. In 1903, for instance, the river produced 17½ p.c. of the steam shipping of the world; last year this proportion had risen to nearly 21 p.c. Of the increase that had in the interval taken place in the carrying capacity of the mercantile marine, the Clyde can claim credit for almost a third. Its output at the close of the period was larger than that of Germany, France, and the United States combined. The present year promises to supply still more surprising proof of the expansive and fertilising virtue of the idea represented by the little Comet. For at the close of the first six months the product of the Clyde shipbuilding yards, in merchant and naval tonnage, was 120,000 tons ahead of the total at the same date last year; and the month now closed shows a fresh record.

The celebrations extended over three days; there were many luncheons and banquets in honour of the event; and at the principal gathering an oration on Henry Bell was delivered by Mr. McKinnon Wood, the Secretary for Scotland. One of the most popular features in Glasgow was the running of illuminated tramway cars which were ingenious representations of the little paddle-wheeled Comet under full steam. But by far the most important function was a trip down the "premier shipbuilding river" (the phrase is now wearing rather thin) by a large party of gentlemen representing the municipal Corporations and the varied shipping industries of the West of Scotland. The place of honour in a procession of vessels from the Broomielaw to the Tail of the Bank was taken by the best known of the local steamers, the Columbia. Several striking incidents marked the progress "down the water." At Duglass Castle, the column of the Henry Bell monument was decorated from base to pinnacle; but there was no demonstration of rejoicing; the company uncovered and stood with bowed heads as if passing a funeral cortege. It was a silent "in memoriam" tribute to the man who gave the initial impulse to the industry in which the majority of those present were engaged and in which all were directly or indirectly interested. The reverent salute had a tinge of irony in it, however,—in his lifetime Henry Bell had asked for bread, in his death he was given a memorial stone. There was a contrast of attitude when the Columbia came to Port Glasgow, the birthplace of the Comet. Across a recently vacated berth in one of the yards there stretched three vertical lines of flags which read, "Comet built here." As the signal was deciphered, all on board cheered again and again. Here there was no thought of mourning for the passing of the Comet. She was gone long ago, swallowed up in the wild whirlpool of Corryvreckan. But there, on her old berth, lay a set of launching ways, still shining with the grease over which a large modern steamer had slid into the water a few days before. At this spot, a little earlier in the day, there was a demonstration of trades, and a tablet to the memory of John Wood, the builder of the Comet, was unveiled by his grand-nephew.

At the Tail of the Bank, the Columbia and her attendants steamed through a great fleet—warships, liners, tramps, coasters, yachts, and all sorts of small steam craft. The Columbia herself was the lineal descendant of the Comet as a river steamer, and as she threaded her way in and out through the lanes of battleships and liners, she was dwarfed by her huge collateral—all of them members of the dynasty which Henry Bell founded. The battleship Colossus and the cruiser Bristol stood for the Clyde's share in the building of the Navy. Three great liners—the Cameronia, the Gramplan, and the Saturnia—represented the river's share in the building, manning, and management of the Atlantic Ferry. And the Clan Line's display of cargo boats indicated, to the eye which has not yet injured itself to the so-called "turbo" ship, that beauty of line must sometimes give way to utility. Destroyers, ocean yachts, dredgers and tug completed a maritime pageant which, with the exception of the warships, could be assembled at the Tail of the Bank almost any Saturday at comparatively short notice; for the work begun by Henry Bell is continued and commemorated daily, on every tide, and from year to year.

LOSING WEIGHT BY THE POUND

"Under Weight," a condition of ill-health, shows your assimilative powers are decreasing.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

Supplies the blood with the wanted nourishment and healthy flesh building materials. Very palatable.

OF ALL CHEMISTS

PRICES: 21.25 and 32.25.

His Britannic Majesty's Ships on the China Station.

Name	Class	Tons	Guns	H.P.	Commander	Last report of
Alacrity	despatch vessel	1700	19	2000	Comdr. C. J. Lamb	Waihaiwei
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	river gunboat	713	2	900	Lt.-Comdr. B. S. Priedland	Kiakiang
Bricomart	river gunboat	710	2	900	Lt.-Comdr. W. H. Darwall	Hankow
Cadmus	sloop	1072	6	1400	Comdr. E. P. E. Williams	Hongkong
Cherub	water tank and tug	390	—	300	Master H. Smith	Hongkong
Olio	sloop	1070	6	1400	Comdr. H. R. Vaulo	Canton
Defence	cruiser, 1st class	14,600	—	—	Capt. Henry H. Bruce, M.V.O.	Daloy
Fame	torpedo boat destroyer	360	8	5700	Lt.-Comdr. H. S. Monro	Hankow
Flora	cruiser, 2nd class	4360	10	7000	Capt. C. F. Corbett, M.V.O.	Shanghai
Handy	torpedo boat destroyer	275	6	4000	Lt.-Comdr. Brickenden	West River
Janus	torpedo boat destroyer	280	6	3900	Lt.-Comdr. Maxwell	Hongkong
Keat	cruiser, 1st class	9030	14	22,000	Capt. A. T. Hunt, C.S.I.M.	on route Hongkong
Kinsale	river gunboat	616	4	1200	Lt.-Comdr. H. D. Marryat	Yangtze
Merlin	sloop	1040	—	—	Capt. F. C. O. Pasco	Surveying duties
Minotaur	cruiser, 1st class	14,600	—	27,000	Capt. G. C. Cayley	Shanghai
Munmouth	cruiser, 1st class	9800	—	22,000	Capt. B. H. E. Bartlett	Shanghai
Moorehen	river gunboat	180	2	800	Lt.-Comdr. G. P. Leith	West River
Newcastle	cruiser, 2nd class	4800	—	—	Capt. G. P. E. Hunt, D.S.O.	Hongkong
Nightingale	river gunboat	85	2	240	Lt.-Com. Malcolin Murray	Yangtze
Otter	torpedo boat destroyer	350	6	6300	Lt.-Comdr. E. T. B. Chambers	Shanghai
Pegasus	cruiser	2132	—	—	Capt. F. H. Mitchell	Hongkong
Phaethon	cruiser	2135	—	—	—	Singapore
Ribble	torpedo boat destroyer	590	—	7500	Lt.-Comdr. E. J. G. Mackinnon	Shanghai
Rosario	depot ship, submarines	980	—	1400	Lt.-Comdr. N. E. Archdale	Hongkong
Robin	river gunboat	85	2	240	Lt.-Com. Allan Dixon	West River
Sandpiper	river gunboat	85	2	240	Lt.-Com. I. A. S. H. Hutton	West River
Snipe	river gunboat	85	2	240	Lt.-Comdr. Maurice B. Leslie	Yangtze
Taku	torpedo boat destroyer	350	6	6300	Gunner E. J. Trillo	Hongkong
Tamar	torpedo boat	4500	6	—	Commodore R. H. Anstruther, C.M.G.	Hongkong
Talbot	river gunboat	180	2	800	Lt.-Comdr. Hon. G. Skopford	Upper Yangtze
Thistle	river gunboat	710	2	900	Lt.-Com. H. R. N. Cottrell-Dorner	Hankow
Uk	torpedo boat destroyer	590	—	7500	Lt.-Comdr. B. W. Blisset	Shanghai
Virago	torpedo boat destroyer	355	6	6300	Lt.-Com. H. D. Adair-Hall	Shanghai
Waterwitch	surveying ship	620	—	450	Lt.-Comdr. F. A. Rayne	Singapore
Welland	torpedo boat destroyer	590	—	7500	Comdr. Seymour	Shanghai
Whiting	torpedo boat destroyer	390	6	5900	Comdr. G. R. Hartford	Shanghai
Widgeon	river gunboat	135	2	800	Com. M. H. Wilding	Kiangtze
Woodcock	river gunboat	150	2	800	Lt.-Com. M. Blackwood	Yangtze
Woodlark	river gunboat	150	2	800	Lt.-Comdr. G. Y. A. Mallock	Yangtze
36	submarine	—	—	—	Lt. C. Godfrey Herbert	Hongkong
37	submarine	—	—	—	Lt.-Comdr. A. A. L. Fenner	Hongkong
38	submarine	—	—	—	Lt. Comdr. J. R. A. Codrington	Hongkong
0.35	torpedo boat	—	—	—	Lt. Comdr. Woodward	West River
0.36	torpedo boat	—	—	—	Lt. Comdr. Murphy	West River
0.37	torpedo boat	—	—	—	Lt. Comdr. Nicoll	Hongkong
0.38	torpedo boat	—	—	—	Lt. Comdr. H. W. Seymour	Hongkong

* Flagship of Vice-Admiral Alfred L. Wintale, K.C.B., C.V.O., C.M.G., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name	Flag and description	Tons	Guns	H.P.	Captains	Last report of
Kaiser Franz Joseph I	Austro-Hungarian cruiser	4000	45	8000	Capt. H. Nauts	Shanghai
Dupleix	French armoured cruiser	10,014	30	20,000	Capt. Vergos	Shanghai
Kleber	French armoured cruiser	9730	12	19,600	Capt. Gouts	Saigon
Decidée	French gunboat	745	10	7300	Lt.-Comdr. Vandier	Saigon
Argus	French river gunboat	180	6	570	Lt.-Comdr. Dordot	Canton
Vigilante	French gunboat	123	7	500	Lt.-Comdr. de Jerville	Canton
Peiho	French gunboat	130	—	—	Lt.-Comdr. Collin	Tongkin
Dord	French gunboat	—	—	—	Lt.-Comdr. Dupuy Detemps	Tchong-Kin
* Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.						
Lynx	French sub-marine	—	—	—	Lt.-Comdr. Dolux	Saigon
Finée	French sub-marine	—	—	—	—	Saigon
* Styr	French armoured gunboat	1738	10	1700	Lt.-Comdr. Guillaume-Louis	Saigon
Pronto	French destroyer	350	7	303	Lt.-Comdr. Aurillac	Saigon
J'horville	French destroyer	—	—	—	Capt. de Frigate Rouisen	Hongkong
Pistolet	French destroyer	130	7	300	Comdr. de Marquessar	Saigon
Mouquet	French destroyer	307	6	300	—	Saigon
Manche	French surveying-ship	1825	10	9000	Comdr. Voisin	Saigon
* Flagship of Capt. (Commodore) Boudicaud, Commanding the local defence force in China.						
Emden	German cruiser	3800	22	13,500	Capt. v. Restorff	Tientsin
Graulsenau	German armoured cruiser	11,600	36	28,000	Captain v. Uselar	Tientsin
Itis	German gunboat	900	12	1300	Comdr. v. Gohrun	Shanghai
Jaguar	German gunboat	900	12	1300	Comdr. Vanselow	Tientsin
Leipzig	German cruiser	3250	24	11,000	Capt. Bohneke	Tientsin
Luchs	German gunboat	900	10	1350	Comdr. Benndemann	Tientsin
Nürnberg	German cruiser	3400	22	13,200	Capt. Moiraberger	Tientsin
Otter	German river gunboat	—	—	—	Capt. Liand Janzen	Yangtze River
Scharnhorst	German flagship	11,600	36	28,000	Capt. Rosing	Shanghai
S. 90	German torpedo-boat	400	8	6500	Capt. Lieut. Berrenberg	Shanghai
Taken	German torpedo-boat	280	4	6000	Obt. z. S. Claassen	Tientsin
Tiger	German gunboat	900	10	1350	Comdr. Luppe	Tientsin
Tingtau	German river gunboat	223	4	1500	Capt. Lieut. Fhr. Fricke	Canton
Vaterland	German river gunboat	223	4	500	Obt. z. S. Prinz	Shanghai
Calabria	Italian cruiser	2145	—	—	Comdr. Sonmi Piccardi	Shanghai
Macao	Portuguese gunboat	—	—	—	Capt. Martins	Macao
Patria	Portuguese gunboat	700	—	—	Captain J. Milheiro	Tientsin

UNITED STATES VESSELS ATTACHED TO ASIATIC STATION.

Name	Class	Tons	Guns	H.P.	Commander	Last report of
A-2	U. S. submarine	—	—	—	Ensign J. McC. Murray	Hongkong
A-4	U. S. submarine	—	—	—	Lt.-Comdr. E. D. McWhorter	Hongkong
A-6	U. S. submarine	—	—	—	Ensign J. C. Van de Carr	Hongkong
A-7	U. S. submarine	—	—	—	Ensign C. M. Yates	Hongkong
Albatross	U. S. protected cruiser	3430	10	7500	Com. M. T. Bristol	Canton
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Lt. C. S. Graves	Canton
Barry	U. S. torpedo-boat destroyer	420	7	8000	Lt.-Comdr. B. Hill	Canton
Callao	U. S. gunboat	243	8	560	Ensign W. L. Heiberg	Canton
Chancery	U. S. torpedo-boat destroyer	420	7	8000	Lt.-Comdr. F. J. Fletcher	Canton
Cincinnati	U. S. protected cruiser	3183	11	10,000	Comdr. S. S. Robinson	Canton
Dale	U. S. torpedo-boat destroyer	420	7	8000	Ensign J. L. Owsley	Canton
Docteur	U. S. torpedo-boat destroyer	420	7	8000	Lt.-Comdr. B. H. Green	Canton
Essex	U. S. gunboat	620	4	600	Lt. Comdr. V. S. Houston	Shanghai
Holmes	U. S. gunboat	1392	8	1388	Comdr. R. H. Jackson	Shanghai
Mohican	U. S. station ship	1800	6	1100	Obt. Gunner J. Mitchell	Canton
Monadnock	U. S. monitor	3990	6	3000	Lt. E. P. Svars	Hongkong
Monterey	U. S. monitor	4034	8	3277	Commander H. A. Wiley	Shanghai
Panama	U. S. gunboat	243	8	—	Lt.-Comdr. O. A. Woodruff	Canton
Pescadore	U. S. sea going tug	654	2	1800	Lt.-Comdr. S. W. Wallace	Canton
Pompey	U. S. gunboat	3985	—	—	Lt.-Comdr. R. V. Lowe	Shanghai
Quincy	U. S. gunboat	330	2	208	Lt.-Comdr. J. W. Schoenfeld	Shanghai
* Rainbow	U. S. cruiser	4360	14	1800	Lt. Comdr. A. N. Mitchell	Canton
Ram	U. S. gunboat	243	8	250	Lt. F. D. Washburn, Jr.	Canton
Saratoga	U. S. armoured cruiser	8115	14	17,401	Comdr. H. A. Bispham	Canton
Villalobos	U. S. gunboat	370	9	208	Ensign H. A. McClure	Shanghai
Winnington	U. S. gunboat	1387	8	1824	Comdr. J. F. Hubbard	Hongkong
Wilmington	U. S. tug	402	—	650	Chief Boatswain F. F. Fiddell	Hongkong

* U.S.S. Rainbow Flagship of Rear-Admiral R. F. Nicholson, Commander-in-Chief, United States Asiatic Fleet, (temporary).

BY TELEGRAPH.

[Copyright.]

HOME RACING.

JOCKEY CLUB PROBABLES.

(Reuter's Service to the China Mail.)

LONDON, Oct. 3.

The probable starters and jockeys

and the weights for the Jockey Club

Stakes (one mile and three-quarters,

run at Newmarket to-day) are:—

Prince Palatine, O'Neill 10st. 7lb.

Stedfast, Wootton, 9st. 8lb.

La Bohème II, Bollhouse, 9st. 8lb.

Carmat, Maher, 9st. 13lb.

Absolute, Earl, 9st. 13lb.

Old England II, Higgs, 9st. 10lb.

Jockeys have not yet been decided

on for Silasia and Adamite.

OBITUARY

VISCOUNT MOUNTGARRET.

(Reuter's Service to the China Mail.)

LONDON, Oct. 3.

The death is announced of Viscount

Mountgarret. He was the fourteenth

Viscount of his family, and was born

in 1844.

FRANCES ALLITSEN.

Miss Frances Allitsen, the well-

known musical composer. She com-

posed over a hundred songs and duets.

Her more serious works included the

"Overture Undine," and the "Over-

ture Slavonique."

RACING MOTORIST

KILLED.

(Reuter's Service to the China Mail.)

LONDON, Oct. 2.

Reuter's correspondent at Milwaukee

telegraphs that the famous racing

motorist, M. Bruce Brown, was killed

while practising for the Vanderbilt

Cup. While travelling a course at 80

miles an hour he dashed in to a fence

and his car was overturned.

BRITISH POLITICS.

THE HOME RULE QUESTION.

(Reuter's Service to the China Mail.)

LONDON, Oct. 2.

The Government whip requests the

attendance of members of the House

of Commons throughout the sitting

from the 5th instant with a view to the

possibility of sudden and most impor-

tant divisions.

Mr. John Redmond, the whip of the

Nationalists, must attend every hour

of the session, as there will be ceaseless

attempts to take surprise divisions and

continuous obstruction to defeat the

Government and destroy Home Rule.

Sir Edward Carson, addressing a

meeting of 5,000 at Glasgow, said that

Sir Rufus Isaacs on the 1st instant

lectured him for preaching anarchy.

He was unaware that he had done so,

but he was prepared if he failed to take

the consequences.

ENGLAND AND RUSSIA.

MUTUAL CO-OPERATION.

(Reuter's Service to the China Mail.)

LONDON, Oct. 2.

Reuter has been officially informed

that in the conversations between M.

Sazonoff and Sir Edward Grey both

found themselves in complete accord,

both desiring to work in peace and to

co-operate in any diplomatic action

favourable thereto.

No new political agreement affecting

Persia was discussed, and neither

Power desires a partition of that

country. Both are carefully consider-

ing how best to assist in strengthening

the Persian Government so as to

enable it to re-establish order, secure

the safety of the trade routes, and ex-

pedite the withdrawal of foreign

troops.

GREAT BRITAIN AND

TIBET.

(Reuter's Service to the China Mail.)

LONDON, Oct. 2.

As regards the reports that Great

Britain intended to despatch an ex-

ploratory mission to Tibet, Reuter

learns that the question of the mission

was not discussed during the conver-

sations with M. Sazonoff, Sir Edward

Grey and Lord Crewe at Balmoral.

Tibet was only dealt with in very

general terms, and no change whatever

has been effected in the policy estab-

lished by the Anglo-Russian agree-

ment.

BY TELEGRAPH.

[Copyright.]

TURKEY AND THE

BALKANS.

SITUATION STILL CRITICAL.

Turkey Roused.

(Reuter's Service to the China Mail.)

LONDON, Oct. 2.

The Turkish Cabinet has rejected

the Serbian ultimatum of the 1st in-

stant, still detains the war material,

and has ordered a mobilisation of

practically the whole army.

It has been decided to commandeer

all Greek vessels in Turkish waters for

use as transports.

STILL OPTIMISTIC.

Despite the war preparations, no

communication from the four Balkan

States has yet reached Constantinople,

and official circles in Vienna and other

capitals continue optimistic.

THE POWERS ACTIVE.

It is apparent that the Powers are

moving in a most active manner.

The British, French and Russian

representatives at Sofia, Belgrade,

Athens and Cetinje on the 30th ultimo

and the 1st instant made repre-

sentations with a view to peace.

PRESSURE ON BULGARIA.

It is stated in Vienna that Austria

and Russia will exercise strong pressure

on Sofia in view of the Bulgarian

demobilisation.

THE MOMENT FOR INTER-

VENTION.

A semi-official article published in

Sofia declares that this is the moment

for the effective intervention of the

Powers for securing the real autonomy

of Macedonia while safeguarding the

sovereignty of the Sultan.

BULGARIA SEEKING A LOAN.

It appears that Bulgaria has tried

to raise a loan in Paris, asking first

twenty, then fifteen, then ten, and

then five million francs, which the

French banks, on the advice of the

Government, refused. The dangerous

point is considered to be the irritation

of the populations concerned.

CRETE JOINS GREECE.

The Cretan Government, despite the

warning of the foreign Consuls, has

decided to join Greece.

TURKEY'S TROUBLESOME

NEIGHBOURS.

The anger of the population at Con-

stantinople is growing, and the opinion

has been expressed that it is time to

finish with troublesome neighbours

once and for all.

ROUMANIA'S ATTITUDE.

Hitherto there has been no indication

of the attitude of Roumania, but the

visit of the Roumanian Minister to

the Porte yesterday is regarded as

most significant.

BELGRADIANS ATTACK

TURKS.

Reuter's correspondent at Belgrade

wires that the Serb inhabitants of

Uskub, Kumanovo and other districts

have revolted, attacking the Turks

with axes, picks and hayforks.

SERBIANS' ENTHUSIASM.

Trains packed with troops were

leaving Belgrade all day yesterday.

Enthusiastic crowds cheered them as

they left.

PRECAUTIONS BY AUSTRIA.

Austria is increasing her peace

effective troops on the South Eastern

borders.

NO LOAN FROM FRANCE.

The French Government have re-

quested the bankers to refuse all as-

sistance to Bulgaria and Serbia.

THE GREEK GENERAL

ISSIMO.

The Greek Crown Prince has taken

the oath as Generalissimo in the

presence of the Premier and the Holy

Synod.

BY TELEGRAPH.

MOHAMMEDANS' PRAYERS

FOR THE SULTAN.

Reuter's Calcutta correspondent

telegraphs that prayers will be offered

on Friday in every mosque in India

for the Sultan of Turkey.

There is some talk of the bazaars

boycotting Greek goods.

KING OF MONTENEGRO AND

HIS SUBJECTS.

Reuter's correspondent at Cetinje

telegraphs that at a great war

demonstration yesterday evening the

King and the Crown Prince received

an ovation. The King exhorted the

people to be patient, pointing out that

mobilisation did not mean war, and

that it was the duty of patriots to

obey the King and the military

authorities.

KING OF GREECE IN VIENNA.

A telegram from Vienna states that

Emperor Francis Joseph visited the

King of Greece while the latter was

passing through Vienna hurrying to

wards Athens from Copenhagen. The

monarchs had a three quarters of an

hour's conference.

TURKEY AND GREEK SHIPS.

The Porte has promised to refer the

question of the Greek ships to a com-

petent quarter. At present there are

fifty bottled up in the Bosphorus Sea

and a hundred in the Sea of Marmora.

BULGARIAN PARLIAMENT

TO MEET.

Reuter's correspondent at Sofia tele-

graphs that the Sobranje will be

summoned on October 5 to sanction

martial law and also the expenses of

mobilisation.

ENGLISH AVIATOR FOR

BULGARIA.

It is announced that Bulgaria has

engaged a prominent English aviator,

and it is understood that other similar

commissions are being arranged.

NEWS OF THE DAY.

H.M.S. Cadmus sailed to-day for

Canton.

On the back page of this issue will

be found some interesting news items.

Twenty officers and 16 men of the

German Navy are travelling by the s.s.

"Goeben."

The Poine Judge has given a verdict

for defendants in the first insurance case

heard in the Summary Court yesterday,

and reported in our last evening's edition.

When two men were charged with

assaulting another at the Police Court

this morning it was stated that complainant

was in the hospital and too ill to appear.

The case was remanded till Saturday.

Mr. Leira, Consul for Portugal, will

be "At Home" at his residence, No. 47

Wyndham Street, on Saturday, the 6th

instant, the occasion being the Second

Anniversary of the Portuguese Republic.

A man was sentenced to six weeks

imprisonment and four hours' exposure

in the stocks for the theft of a pair of trousers

from a verandah early this morning. The

occupier woke and saw the thief, and at-

tracted the attention of a lunko, who saw

the culprit sliding down the rain-water

pipe. He gave chase and captured him.

Pte. Stevenson, K.O.Y.L.I. was

sentenced to a month's imprisonment this

morning for the theft of a hand bag from a

Japanese shop, No. 2 Queen's Road East.

He went to the shop last night at 11.30

and asked to see some handbags. He was

shown some, and, requesting the shopman

to show him some more, waited till his

back was turned and then bolted with one

of them. Defendant was quite sober at

the time, the police stated.

SOCIAL AND PERSONAL.

The sympathy of their many friends

in Hongkong and Kowloon will be extend-

ed to Mr. and Mrs. F. Hicks, 38 Nathan

Road, Kowloon, in the loss of their infant

son, who died last night, after a brief

illness.

Mr. H. J. Nairn, of Messrs. Butterfield

and Swire, Hankow, who has been ill from

a severe attack of cholera, is now out of

danger. Mr. P. A. Angier, who was taken

ill with the same disease on arrival at

Hankow from Shanghai, is also reported to

be improving satisfactorily.

SECOND EDITION

Stop Press News

BY TELEGRAPH.

[Copyright.]

TURKEY AND GREECE.

GREEK PURCHASES

DESTROYERS.

(Reuter's Service to the China Mail.)

LONDON, Oct. 3.

Reuter's correspondent at Constantin-

ople telegraphs that the Trade has

ordered a general mobilisation.

The Greek Minister has protested to

the Porte regarding the seizure of

Greek ships.

The Argentinian have consented to the

sale of four destroyers now being

completed in England. The Greek

flag was hoisted on the vessels this

afternoon.

HOME RULE AGITATION.

MR. W. REDMOND AND HIS

OPponents.

(Reuter's Service to the China Mail.)

LONDON, Oct. 3.

A telegram from Reuter's Boston

cor

Shipping

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	To SAIL	REMARKS
SHANGHAI, KORE, AND YOKOHAMA	NYANZA Capt. A. E. A. BAKER	10 a.m. 4th Oct.	Freight and Passage.
SHANGHAI, KORE, AND YOKOHAMA	CEYLON Capt. A. E. A. BAKER	4 p.m. 10th Oct.	Freight only.
SHANGHAI, KORE, AND YOKOHAMA	DELTA Capt. R. F. MARTIN	About 10th Oct.	Freight and Passage.
SHANGHAI, KORE, AND YOKOHAMA	CHINA Capt. C. H. S. TUCKER	Noon, 12th Oct.	See Special of Call.

H. W. D. SHALLARD, Acting Superintendent.

P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.

VIA VANCOUVER

AND

THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC.
SUBJECT TO ALTERATION.

FOR VANCOUVER.	FOR LIVERPOOL.
From Hongkong.	From Quebec.
MONTAGLE Sat., Oct. 5.	EMPRESS OF IRELAND Fri., Nov. 1.
EMPRESS OF INDIA Sat., Oct. 26.	ALLAN LINE Fri., Nov. 29.
EMPRESS OF JAPAN Sat., Nov. 16.	EMPRESS OF BRITAIN Fri., Dec. 13.

Steamships leave HONGKONG at 6 p.m.

FROM LIVERPOOL	ARRIVE HONGKONG.
To QUEEN AND RAIL TO VANCOUVER.	From YOKOHAMA via Kobe, Nagasaki and SHANGHAI.
EMPRESS OF IRELAND Fri., Aug. 23.	MONTAGLE Fri., Sept. 27.
ALLAN LINE Fri., Sept. 13.	EMPRESS OF INDIA Thurs., Oct. 17.
EMPRESS OF BRITAIN Fri., Oct. 4.	EMPRESS OF JAPAN Thurs., Nov. 7.

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the latest wireless apparatus. The "Empress of India" is a mail steamer with a speed of 20 knots, and is regarded as second to none on the Atlantic.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by the Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic line other than Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars on application to Agents.

R. M. S. "MONTAGLE" carries only "One Class" of Saloon Passengers (General Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Saloon on Intermediate Steamer "Montagle", and 1st Class on Canadian and American Railways, 1st Class on Atlantic.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Wray (Opposite Blake Pier).

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

DESTINATION.	STEAMERS.	Displacement	SAILING DATES.
MARSHALLS, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID.	HITACHI MARU, Capt. T. Yamawaki, Tons 13,000	13,000	WEDNESDAY, 9th Oct., at Noon.
VICTORIA, B.C. and SEAT- TLE, Via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKKAICHI, SHIMIZU & YOKOHAMA.	MIYASAKI MARU, Capt. T. Murai, Tons 16,000	16,000	WEDNESDAY, 22nd Oct., at Daylight.

SWINEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE, VIA AND BRISBANE.	YAWATA MARU, Capt. T. Sekine, Tons 7,000	7,000	FRIDAY, 25th Oct., at Noon.
SHANGHAI & KOBÉ	NIKKO MARU, Capt. M. Yagi, Tons 9,000	9,000	FRIDAY, 22nd Nov., at Noon.

SHANGHAI & KOBÉ	HIROSHIMA MARU, Capt. N. Nishio, Tons 5,000	5,000	THURSDAY, 3rd Oct., at Noon.
KOBÉ & YOKOHAMA	IYO MARU, Capt. R. Takaki, Tons 12,500	12,500	THURSDAY, 9th Oct., at 11 a.m.

SHANGHAI, MOJI AND KOBÉ	KAWACHI MARU, Capt. Christian, Tons 12,000	12,000	WEDNESDAY, 9th Oct.
BOMBAY, Via SINGAPORE, AND COLOMBO	KAMAKURA MARU, Capt. Hori, Tons 12,500	12,500	MONDAY, 14th Oct.

SINGAPORE, PENANG, RANGOON & CALCUTTA	COLOMBO MARU, Capt. Kamehita, Tons 6,000	6,000	SATURDAY, 5th Oct.
NAGASAKI, KOBÉ AND YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 9,000	9,000	WEDNESDAY, 23rd Oct., at Noon.

PASSENGER SEASON FOR 1913.

FOR EUROPE.

Steamer	Tons Displacement	Leaving
MISHIMA MARU	15,000	22nd January.
KAGA	12,500	15th February.
ATSUBA	16,000	22nd February.
HIYACHI	13,000	12th March.
MIYASAKI	16,000	28th March.
IYO	12,500	9th April.
HIKANO	12,500	23rd April.
TANGO	13,500	21st May.

FOR AMERICA.

Steamer	Tons Displacement	Leaving
INABA MARU	15,500	11th February.
SHIOZUKA	12,500	25th February.
TAMBA	12,500	11th March.
AWA	12,500	22nd March.
SAHO	12,500	4th April.
YOKOHAMA	12,500	22nd April.
INABA	12,500	6th May.
SHIOZUKA	12,500	20th May.

For further information as to freight, sailings, etc., apply to T. KUSUMOTO, Manager.

Telephone Nos. 202 & 194.

Shipping.

THE BIG "4" OF THE PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KOREA	SIBERIA
27,000 tons, twin screws.	27,000 tons, twin screws.	18,000 tons, twin screws.	18,000 tons, twin screws.
Also 20,000 tons, China, 10,000 tons, and 10,000 tons.			

From Hongkong calling at Shanghai, Nagasaki, Kobe (via Island Sea), Yokohama and Honolulu (via Pacific of the Pacific). Through service via New York to Europe.

SOME FEATURES OF SERVICE.

LIGHT AND FANS: Individual Electric Reading Light in each berth and Electric Fan in each Stateroom under passenger's control.

SWIMMING TANK: Is installed on deck for all water plunges. Bathing suits on board.

WARD: Fully equipped with all modern conveniences and a dining room and a kitchen.

GAMES AND AMUSEMENTS: Deck games, such as Quads, shuttle board and all kinds of gymnastic sports, and a billiard table on deck.

WIRELESS AND SURVIVAL SIGNAL SERVICE: The most powerful wireless apparatus is installed on all steamers. Survival signal service is used as an additional measure of safety.

THE COOK: Is not more by the route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is 42s. For the INTERMEDIATE SERVICE: First Class accommodation is provided for 443 to London (return ticket 42s) and to San Francisco 42s. SPECIAL RATES to all ports.

LET US PLAN AN ITINERARY FOR YOU. King's Building (Opposite Blake Pier). FRED J. HALTON, Agent.

Panama-Pacific International Exposition—San Francisco—1915.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU & TENYO MARU.

Speed 21 Knots. Displacement 21,000 Tons.

AND THE TWIN SCREW S.S. NIPPON MARU INTERMEDIATE STEAMER

Speed 18 Knots. Displacement 11,000 Tons.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Ship Captain Date of Sailing.

Chiyo Maru W. W. GILBERT Tuesday, 8th Oct., at Noon.

NIPPON MARU A. G. STEVENS TUESDAY, 29th OCT., at Noon.

TENYO MARU E. BERT TUESDAY, 5th NOV., at Noon.

SHINYO MARU R. S. SMITH TUESDAY, 29th NOV., at Noon.

The S.S. CHIYO MARU will be despatched for San Francisco, via Nagasaki, Kobe, Yokohama, and Honolulu, on TUESDAY, the 8th October, at Noon.

SOUTH AMERICA LINE.

(In connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO, and the TEHUANTEPEC NATIONAL RAILWAY AT SALINA CRUZ).

The only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers:-

BUYO MARU, HONGKONG MARU & KIYO MARU.

Fly between HONGKONG and CORONEL via MOJI, KOBÉ, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE & VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer Tons Date of Sailing

Buyo Maru Friday, 4th Oct., at Noon.

HONGKONG MARU TUESDAY, 3rd DECEMBER, at Noon.

KIYO MARU SATURDAY, 1st FEBRUARY, at Noon.

ALL STEAMERS are equipped with Japanese Government WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL FARES:- TO OFFICERS OF THE ARMY AND NAVY, members of the CIVIL & CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For full particulars as to Passage and Freight apply to S. MORIMOTO, Agent.

KING'S BUILDING (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE & PUGET

SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE & ST. PAUL

RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route

Takes cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the Principal Ports in Mexico, Central and South America.

For VICTORIA, B.C. & TACOMA via KOBÉ, YOKKAICHI & YOKOHAMA.

Steamers Captains Leave

'PANAMA MARU' J. Kano Tuesday, 15th Oct. at 9 p.m.

'SEATTLE MARU' T. Saito Thursday, 31st Oct. at 2 p.m.

'MEXICO MARU' N. Kobayashi Tuesday, 12th Nov. at 2 p.m.

'CHICAGO MARU' L. Goto Thursday, 28th Nov. at 2 p.m.

'CANADA MARU' K. Hori Tuesday, 10th Dec. at 2 p.m.

* Calling at NAGASAKI, KOBÉ, YOKKAICHI & YOKOHAMA.

* Calling at SHANGHAI, MOJI, KOBÉ, YOKKAICHI & YOKOHAMA.

* Calling at KEELUNG.

These Newly Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin passengers carried at low rates. Best adapted routes for carrying Silk, Tea and Fur. Special attention given towards Express connection.

SOUTH CHINA COAST PORTS AND FORMOSA

SERVICE.

For KOCHOW via SWATOW AND AMOY.

Steamer Captain Leave

'KAIJO MARU' Y. Yamamoto Wednesday, 9th Oct., at noon.

For TAMSUI via SWATOW & AMOY.

Steamer Captain Leave

'DAIGI MARU' Y. Sonekawa Sunday, 8th Oct., at noon.

'DALIN MARU' T. Fuchigami Sunday, 12th Oct., at noon.

For ANPING & TAKAO via SWATOW & AMOY.

Steamer Captain Leave

'SOSHU MARU' K. Sukawa Wednesday, 16th Oct., at 10 a.m.

For CANTON (Direct).

Steamer Captain Leave

'SOSHU MARU' K. Sukawa Wednesday 11th October.

These steamers of the Coast and Formosa Line have excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from SOON YIP WHARF (near the Harbour Office, Praya Central).

For further information, apply to S. HIROI, Manager.

Second Floor, No. 1, Queen's Building.

Shipping

CHINA NAVIGATION CO., LD.

SAILED	TO SAIL
AMOI, CHEFOO & NEWCHANG.	SHANGHAI
SHANGHAI	AMOI, CHEFOO & NEWCHANG.
MANILA, CEBU & ILOILO	SHANGHAI
SHANGHAI	MANILA, CEBU & ILOILO
SHANGHAI	AMOI, CHEFOO & NEWCHANG.

AUSTRALIAN ORIENTAL LINE.

MANILA, THURSDAY ISLAND, COCKATON,

CAIRNS, TOWNSVILLE, BRISBANE,

SYDNEY AND MELBOURNE.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Reduced Fares.

Cargo booked through for all Australian, New Zealand and Tasmannian Ports.

MANILA LINE. Twin Screw Steamers "Tuan" & "Taming". Saloon accommodation and staterooms; Electric Fans fitted; extra staterooms on deck; aft. Saloon accommodation of a "Taming" is situated on deck; aft. Electric Fans fitted.

SHANGHAI LINE. FAST SCREW TWIN SCREW STEAMERS—

(S.S. Anhui, Cheonan, Linan, Chinghai)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Wusung.

REDUCED FARES: Single \$45 Return \$75.

NEW SERVICE.

SHANGHAI TO ANTUNG, direct sailings on alternate Wednesdays.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 31.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

Steamers To SAIL

For TIENTSIN via TSINGTAU, WHEIWEI & CHEFOO FRIDAY, Oct. 4, at Noon.

SHANGHAI via SWATOW FRIDAY, Oct. 4, at Noon.

SINGAPORE, PENANG & NAMSANG SATURDAY, Oct. 5, at Noon.

CALCUTTA SATURDAY, Oct. 5, at 9 p.m.

MANILA SATURDAY, Oct. 5, at 9 p.m.

SHANGHAI via SWATOW SUNDAY, Oct. 6, at Daylight.

FOUCHOW SATURDAY, Oct. 12, at 2 p.m.

MANILA SATURDAY, Oct. 12, at 2 p.m.

RETURN TOURS TO JAPAN. (Occupying 24 days).

The steamers Kurematsu, Nanyang and Fookien leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Loising and Kurematsu leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chioo, Tientsin, Dalny, Weihaiwei, Tsingtau and Newchwang.

For Freight or Passage, apply to Telephone No. 215.

JARDINE, MATHESON & Co., Ltd., General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN

Kobe, Hongkong and Rangoon.

EASTWARD

The S.S. FULTA, 4154 tons, Captain TALKER, will be despatched for

YOKOHAMA, KOBÉ, and MOJI on the 15th October, at Noon. To be followed on the 28th October by S.S. ITOLA, Capt. TUCKER, taking cargo and passengers at current rates.

WESTWARD

The S.S. OKARA, 5201 tons, Capt. A. J. EVANS, will leave Hongkong for

SINGAPORE, PENANG and RANGOON on the 14th October, at Noon.

followed by the S.S. FULTA, 4154 tons, Capt. H. W. TALKER, on the 6th Nov., at Noon, taking cargo at current rates.

The S.S. FULTA has excellent saloon accommodation for passengers and is fitted with all modern conveniences.

For Freight & Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215, Hongkong, July 19, 1912.

THE ROYAL MAIL STEAM PACKET COMPANY

'SHIRE' LINE SERVICE

PROJECTED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

For SHANGHAI, KOBÉ AND

YOKOHAMA "ELINTSHIRE" about 11th October.

LONDON, ROTTERDAM AND

ANTWERP "DEN OF GLAMIS" about 27th October.

SHANGHAI, KOBÉ AND

YOKOHAMA "DENBISHIRE" about 27th October.

LONDON & ANTWERP "FLINTSHIRE" about 14th November.

These steamers have superior accommodation for a limited number of First-Class Passengers. Cabins are fitted with electric light and fans.

Attention is particularly directed to the moderate fares charged.

* Does not carry passengers.

For Freight or Passage apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, February 15, 1912.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI

AND JAPAN PORTS.

EASTWARD.

S.S. DILWARA, 3,400 tons, Capt. Bishop, left Calcutta on 22nd Sept., will be despatched for SHANGHAI, KOBÉ and MOJI on 12th October.

S.S. A. APCAR, 2,981 tons, Capt. Thompson, will be despatched for KOBÉ and MOJI (Yokohama if sufficient inducement offered) on 19th October.

WESTWARD.

S.S. GREGORY APCAR, Capt. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 12th October.

S.S. THONGOWA, 2,428 tons, Capt. Fyfe, will be despatched as above on 18th October.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conven

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.PROPOSED SAILINGS OF MAIL STEAMERS
HOMEWARD PASSENGER SEASON 1913.

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR
LONDO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Tons	Leave Hongkong	Connecting Steamers from Colombo to Marseilles and London	Due Marseilles (Brindisi 3 days earlier)	Due Plymouth (London 1 day later)
INDIA	8000	Jan. 18	MOOLTAN	Feb. 15	Feb. 21
ASSAYE	7500	Feb. 1	MALLOJA	March 1	March 7
CHIMAY	7000	Feb. 13	MOREA	March 15	March 21
DEVANHA	8000	March 1	MARMORA	March 29	April 4
DELTA	8000	March 15	MEDINA	April 12	April 18
INDIA	8000	March 29	Through Steamer	April 26	May 2
ASSAYE	7500	April 12	MONGOLIA	May 10	May 16
DEVANHA	8000	April 26	MACEDONIA	May 24	May 30
CHINA	8000	May 10	MALWA	June 7	June 13

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON
1st SALOON £71.10 SINGLE £108.10 RETURN.
2nd " £38.10 " £57.10 "

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (Non-Through) STEAMERS
WILL LEAVE FOR

LONDON,
CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Tons	Leave Hongkong	Due Marseilles	Due London
NOVARA	7000	January 22	Feb. 23	March 5
SUNDA	8000	February 5	March 9	March 19
GARDINIA	7000	February 19	March 23	April 2
SOMALI	7000	March 5	April 8	April 16
YAMUR	7000	March 19	April 20	April 30
NANKIN	7000	April 2	May 4	May 14
KYANZA	7000	April 16	May 18	May 28
NORE	7000	April 30	June 3	June 13
WILE	7000	May 14	June 17	June 27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES, as noted.

FARES TO LONDON
1st SALOON £55.10 SINGLE £88.10 RETURN.
2nd " £28.10 " £47.10 "

For further particulars apply to
H. W. D. SHALLARD,
Acting Superintendent.

MESSAGERIES MARITIMES
FRENCH MAIL LINES.

PORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.

PORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

For SHANGHAI, Kobe and YOKOHAMA
MAGELLAN, 7th October, about 8 P.M.
MARSEILLES, Via Ports SYDNEY, 8th October, at 1 P.M.

TRANSHIPPING on the Co's Steamers at SINGAPORE for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, COASTS, and BLACK SEA.

Through Tickets to London, via PARIS, from £27.10 up to £71.10, 20 hours delivery from MARSEILLE to LONDON. Inter-Port passengers on their arrival in MARSEILLE.

For further particulars apply to
P. THOMAS, Agent,
QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE.
IN CONJUNCTION WITH
Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES,
via STRAITS AND COLOMBO,
TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward	Homeward
For Shanghai, Kobe & Yokohama	For Rotterdam, Hamburg & Antwerp
S.S. SCANDIA 13th Oct.	S.S. BELGRAVIA 5th Oct.
S.S. BAYERN 17th Oct.	For Havre, Rotterdam & Antwerp
S.S. LIBERIA 7th Nov.	S.S. C. O. F. LARSEN 9th Oct.
S.S. ALESIA 19th Nov.	For Havre, Bremen & Hamburg
	S.S. C. F. D. LARSEN 23rd Oct.
	For Marseilles, Hamburg & Antwerp
	S.S. SPEZIA 28th Oct.
	For Marseilles, Rotterdam and Hamburg
	S.S. SACHSEN 30th Oct.

For further Particulars, apply to
HAMBURG-AMERIKA LINIE, Hongkong Office.

THE CHINA MAIL, LTD

UNDERTAKES
ALL SORTS OF ARTISTIC JOB-PRINTING

such as
INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT
PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPEC-
TURES, WINE LISTS, ETC., ETC., ETC.

Obtain quotations from
THE CHINA MAIL OFFICE
6, Wyndham Street.

European Supervision Moderate Price

Shipping.

THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

REGULAR SERVICE FROM HONGKONG TO
VICTORIA, B.O., VANCOUVER, SEATTLE, and
TACOMA.

via SHANGHAI & JAPAN PORTS.
Carrying Cargo on through Bills of Lading to all Overland Common Points.

Steamer	Sailing
ORTERIC	October 3rd.
LORD CURZON	November 9th.
LORD DERBY	December 17th.

To be followed by other steamers of the Company at regular intervals.
The BANK LINE Steamers are of the Newest Design, have most Com-
modious Accommodation and are fitted throughout with Electric Light and
Wireless Telegraphy.

Special Parcel Express to American and Canadian Points.
Will call at Amoy and KINCHING if sufficient inducement offers.

For Rates or Freight or Passage apply to
THE BANK LINE, LIMITED,
KINCHING BUILDING, PRINCE CENTRAL.

Telephone No. 103.

INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH
and CAPE TOWN with transshipment at COLOMBO to steamers of the Indian
African Line.

FROM HONGKONG, NEXT SAILING, FROM COLOMBO,
October 12th. 10th October.
Salomias, November 1st.

For Rates and further information, apply to
THE BANK LINE LIMITED,
(MANAGING AGENTS).

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE Steamers of this Service provide Quickest transit from the Orient to the
Argentine.

Cargo carried on Through Bills of Lading from Hongkong to River Plate, Ports
transhipping to Conference-Weir Line steamers at Calcutta.

FROM HONGKONG connecting with Company's Steamer
at CALCUTTA.

For rates of Freight and further particulars apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.

New Line of Steamers
TO
South African Ports,
ORIENTAL AFRICAN LINE

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay,
Durban, East London, Port Elizabeth and Cape Town, calling at Marseilles
if sufficient inducement offers, and affording the Quickest Freight Transport from the
Orient to South Africa.

PROPOSED SAILINGS.
S.S. DUNERIC, 3,000 tons, to be despatched at the beginning of January.
And regularly thereafter.

For rates of Freight or regularly Passage apply to
THE BANK LINE, LIMITED,
Managing Agents.

NORDDEUTSCHER LLOYD,
BREMEN.

IMPERIAL GERMAN MAIL LINES.

From	Steamers	Tons	To SAIL
NAPLES, GENOA, ALGIER, BUELOW	Capt. H. Schaeffer.	(18,900)	WEDNESDAY, 16th Oct., at 10 a.m.
JERSEY, SOUTHAMPTON, ANTWERP & HAMBURG	(18,900)		WEDNESDAY, 16th Oct.
SHANGHAI, TSINGTAU, PRINZ EITEL FRIEDRICH	Capt. E. Malchow.	(16,000)	WEDNESDAY, 16th Oct.
Kobe & YOKOHAMA	(16,000)		WEDNESDAY, 16th Oct.
MANILA, ANGAUR, YAP, PRINZ WALDEMAR	Capt. E. Bremer.	(6,100)	SATURDAY, 8th Oct., at 10 a.m.
NEWQUINEA, BRISBANE, SYDNEY & MELBOURNE	(6,100)		SATURDAY, 8th Oct.
Kobe & YOKOHAMA	COBLENZ, Capt. L. Klugkist.	(6,750)	ABOAT, TUESDAY, 15th Oct.
KUDAT and SANDAKAN	BORNEO, Capt. F. Sembill.		Middle of October.

All the steamers of the Imperial Line are fitted with Wireless Telegraphy. New
System of Teletype.

For further Particulars apply to
Norddeutscher Lloyd,
MELOHRS & CO.,
General Agents, Hongkong & China.

PHILIPPINES STEAM-
SHIP Co.

Steamship	Tons	Captain	For	Sailing Date
RUBI	4,000	Miller	Manila, Mangarin, Iloilo & Cebu	Tuesday, Oct. 8, at 4 p.m.
SAFIR	4,000	S. A. Crosby	Manila, Mangarin, Iloilo & Cebu	Friday, Oct. 12, at 4 p.m.

For Freight or Passage, apply to
Shewan, Tomes & Co. General Managers.

Shipping.

AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government).

MONTHLY FAST DIRECT SERVICE TO TRIESTE,
via SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID.

Accelerated Train Service from Trieste to Paris, London, and Berlin.
S.S. KOEHLER, 9,000 tons, will leave as above on 19th October, at 5 p.m.
S.S. BOHEMIA, 7,000 tons, will leave as above on 19th November, at 5 p.m.
Superior accommodation for 1st and 2nd Class and Cabin passengers. No surtax.
No tip, no inside cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

TO SHANGHAI.

S.S. KOEHLER, 9,000 tons, will leave as above on 5th October, at Daylight.
S.S. BOHEMIA, 7,000 tons, will leave as above on 4th November, at Daylight.
Cheap rates Hongkong—Shanghai 24 1st class, 24 2nd class and 23 3rd class.

MONTHLY ORDINARY SERVICE.

S.S. CHINA, 11,800 tons, will leave for TRIESTE, PLYMOUTH and VENICE,
via SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ,
PORT SAID, about 31st October.

S.S. E. F. FERDINAND, 12,000 tons, will leave as above about 3rd Dec.

TO KOBÉ.

S.S. E. FRANK FERDINAND, 12,000 tons, will leave as above and to Yokohama via Shanghai about 31st October.

S.S. FERDIA, 12,501 tons, will leave as above about 30th Nov.

Superior accommodation for Saloon Class Passengers.
ROUND THE WORLD TICKETS ARE ISSUED.
Cargo taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & CO., Agents,
PRINCE'S BUILDING.

Hongkong, January 8, 1912.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having
splendid accommodation for First-Class Passengers. Electric Light. Excellent
Palms.

FOR SWATOW, AMOY & FOOCHOW
AND RETURN.
(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
HAICHONG	Capt. W. C. Passmore.	FRIDAY, 4th Oct., at 11 A.M.
HAITAN	Capt. J. S. Rosch.	TUESDAY, 8th Oct., at 11 A.M.
HAITANG	Capt. A. E. Hodgins.	FRIDAY, 11th Oct., at 11 A.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

HAIMUN Capt. J. W. Evans SUNDAY, 6th Oct., at 10 A.M.

Steamers will arrive at, and depart from the Company's Wharf
near Hake Pier.

For Freight and Passage, apply to
DOUGLAS, LAFRAIK & CO.,
General Managers.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO. LIMITED.

MAIL
TO AUSTRALIA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	Sept. 20	Oct. 12th, at Noon.
EASTERN	Oct. 12	Nov. 9th, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.
For further particulars, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, November 2, 1908.

DIRECT ROUTE TO AMERICA.

GREAT NORTHERN STEAMSHIP COMPANY.

S.S. MINNESOTA
Capacity 23,000 Tons. Length 334.7 Feet. Beam 73 Feet.
21,000 Tons Gross Register. 34,500 Tons Displacement.
EQUIPPED WITH WIRELESS TELEGRAPHY.
(CAPT. T. W. GARLICK).

SAILS FROM HONGKONG ON MONDAY, November 4th, AT NOON.

SEA-TLE via KEELUNG, NAGASAKI, INLAND
SEA, KOBÉ and YOKOHAMA.

LUXURIOUS PASSENGER ACCOMMODATION—Suites and state-rooms (all
outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone,
etc.

Direct connection at Seattle with Great Northern and Northern Pacific Railways
for all points in the United States, Canada and Europe.

Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe
and Nagasaki, without extra charge.

For full information regarding freight or passage apply to
NIPPON YUSEN KAISHA, PRINCE'S BUILDING.
Hongkong, November 1, 1911.

THOS COOK & SON.

TOURIST STEAMSHIP & FORWARDING AGENTS,
BANKERS, ETC.

Head Office for the Far East: 18, DES VOSGES ROAD, CENTRAL, HONGKONG.
SHANGHAI: 2-5, FOOYONG ROAD. YOKOHAMA: 22, WATER STREET.

TICKETS en route to EUROPE by the principal STEAMSHIP LINES as
TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.
BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

HEAD OFFICE—LUDGATE CHURCH, LONDON, E.C.

Hongkong, April 4, 1908.

Notices to Consignees.

'MOGUL' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP MONTEPUL.

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby
informed that, all Goods
being landed at their risk into the
Godowns of Hall's Wharf at Kowloon,
whence and for the wharves delivery
may be obtained.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the 8th
inst., will be subject to rent.

All claims against the steamer must be
presented to the Underwriter on or before
the 1st prox., or they will not be re-
cognized.

All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on the 8th inst., at
4.30 p.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & Co., Ltd.,
Agents.

Hongkong, October 2, 1912. 1281

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

BREITEN.

NOTICE TO CONSIGNEES.

THE Steamship DERFFLINGER.

Having arrived, Consignees of cargo are
hereby informed that their Goods, with the
exception of Opium, Treasure and Valu-
ables, are being landed and stored at their
risk in the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, Kowloon & West Point Godowns,
whence delivery may be obtained.

Optional Cargo will be forward on unless
intimation is received from consignees
before Noon To-day requesting it to be
landed here.

No claims will be admitted after the
goods have left the Godowns, and all goods
remaining undelivered after the 9th of
October, will be subject to rent.

All Broken, Chafed, and Damaged Goods
are to be left in the Godowns, where they
will be examined on the 9th of October,
at 9.30 a.m.

All claims must reach us before the 16th
of October, 1912, or they will not be
recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
the Underwriter.

NORDDEUTSCHER LLOYD,
MELOHRS & CO.,
General Agents.

Hongkong, October 2, 1912. 1282

'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBORO

LONDON & STRAITS.

THE Steamship BENARY.

Consignees of cargo are hereby informed
that all goods are being landed at their risk
into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited,
Kowloon, whence and for the wharves
delivery may be obtained.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
7th inst., will be subject to rent.

All claims against the steamer must be
presented to the Underwriter on or before
the 14th inst., or they will not be re-
cognized.

All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on the 7th inst., at
11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, October 1, 1912. 1284

INDO CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Co's Steamship KAMATIA, having
arrived from the above Ports, Con-
signees of cargo by her are hereby informed
that their goods will be delivered from
alongside.

Cargo impeding the discharge or re-
maining on board after Noon, the 1st
October will be landed at Consignees' risk
and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
General Managers.

Hongkong, Sept. 28, 1912. 1289

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, via HONO-

LULU AND JAPAN PORTS.

THE Steamship CHYO MARU.

The above named steamer having
arrived, Consignees of Cargo are hereby
notified to send in their Bills of Lading
or counter-signment, and to take imme-
diate delivery of cargo from alongside.

Cargo remaining undelivered, on TUES-
DAY, Oct. 1st, at 5 p.m., will be land-
ed, at Consignees' risk and expense and delivery
must then be taken from Company's
Godowns.

No Fire Insurance whatever will be
effected.

